

Feb. 12.

44½

FOUR FISHING CRAFT PILED UP BY LAST NIGHT'S STORM.

Sch. Minerva Ashore at Brace's Cove and Sch. Matiana at Scituate.

Sch. W. H. Reed Lost Coming From Portland But Crew Saved.

The northeast storm of last night and this morning, levied the heaviest toll of any storm of the winter on the fishing fleet, for three fine crafts are piled up, two in bad positions, with poor chances of their being anything but total wrecks, while the condition of the other is not known. On the back side of Eastern Point is sch. Minerva, at Scituate is the knockabout Matiana, while piled up high at Fort Warren is another knockabout, supposed to be the Victor and Ethan. Sch. W. H. Reed was also lost on the passage from Portland to this port, her crew of two men being saved.

The storm came on mildly and gradually, but many of the market fleet fishing on western Jefferies, which had short sets and started for harbor, got caught out in it because the wind was so light all the afternoon and early evening that they made little headway, and the snow curtain fell and blotted out the land and lights before they could make in. Some continued to run for port, feeling that they were all right, while others hauled off.

The wind began to breeze up shortly after 10 o'clock and blew pretty hard along towards early morning. It brought with it a very heavy sea, however, and an extra thick and blinding fall of snow accompanied by hail.

About 8 o'clock this morning, the snow gave way to rain and hail. The rain continues throughout the forenoon, but the indications are the wind will come off northwest before night.

Sch. Minerva Was Making For This Port

when the storm overtook her. It was so thick that nothing could be seen ahead 20 feet from the end of the bowsprit. With no intimation of the impending danger and land close ahead, she was coming along at a good jog under four lowers. Capt. Simon Landry and the watch of two men and a few others of the crew of 11 were on deck, but the majority were below, asleep in their bunks.

They could see nothing, or hear nothing. Ahead of them was an impenetrable wall of snow, looking inky black in the darkness, through which the glimmer of no friendly guiding light could be made out. They felt that they were clear of the land all right and would make the harbor, but suddenly the craft bid up with a heavy shock, which threw the sleeping men from their bunks and they rushed on deck to see what was the matter.

The Minerva, which was formerly the Boston pilot boat of that name, was 56 tons gross, 47 tons net, built at East Boston in 1896. She hails from Plymouth and is owned by Baker, Boise & Watson of T wharf, Boston.

Knockabout Sch. Matiana Will Be Total Loss.

The knockabout sch. Matiana of Boston, Capt. Fred Chetwynde, another of the market boat fleet, also came to grief during the storm. She was believed to be making for Boston harbor, to market her fare of fish, but lost her bearings and dashed against the cliffs at Scituate. The captain and crew were rescued, but the fine craft will be a total loss. The Matiana was 88 tons gross, 52 tons net, built at Chelsea in 1908, and owned by Capt. H. Dexter Malone of Boston.

Another Craft Ashore on Fort Warren.

The Boston Fish Bureau reports this morning that another of the knockabout fleet, supposed to be sch. Victor and Ethan is piled up at Fort Warren, in Boston harbor. Her condition is not known, but no loss of life is reported.

Sch. W. H. Reed Went Ashore at Rye Beach.

The 16-ton schooner W. H. Reed which was recently purchased at Portland by Capt. Henry Arseneault of this city, went ashore at Straw Point, Rye Beach, this morning at 2 o'clock, and will be a total loss. Capt. Arseneault and another Gloucester man who were in the craft at the time were saved by the Rye Beach life saving station.

Capt. Arseneault went to Portland a few days ago and bought the craft, intending to bring her here and fit her out to go south mackerel netting when the spring season opened. He took a man with him from here to bring the craft to this port and left there yesterday morning, being on the way here when the accident happened. They may have lost their bearings or were trying to make shelter, or the sails may have been blown away in the gale and the craft driven helplessly on the shore.

It is fortunate that their position was quickly discovered by the life savers, as the place is a bad one and it would have been almost impossible for them to have made a landing in safety without assistance.

Steamer Put in for Shelter.

The Portland New York freight and passenger steamer Manhattan, bound for the former port, succeeded in making port here during the night and anchored on the Pancake ground, remaining there this forenoon, as it is very rough outside.

Around them was nothing but breakers and they knew they were on the rocks and not far from land. The sails were let run and the craft began to pound and seemed to be driving farther upon the rocks. It was so thick they could not see the land, but they judged themselves to be about a vessel's length from the shore.

Dories were hove out and preparations made for leaving the craft, as they could not stay by her with the wind rising rapidly, the snow shutting out everything and every indication of the northeaster being one of the worst of the winter. The men, who were below when the accident happened, quickly donned their boots and oil clothes and then all hands left the craft, dividing up in four dories.

Crew Took to Dories and Rowed Around to the Harbor.

They did not know where they were, except that they were on a rocky shore and there were breakers ahead and all around. They decided it was not safe to try to land through the surf for fear of being capsized or striking a hidden rock, which would have meant death, so, believing they were somewhere on the back shore of Cape Ann they started to follow the shore to the westward, with the idea of finding the harbor entrance.

From the length of time they rowed, before they finally got a glimpse of the Eastern Point light, they figured that the craft went ashore about three-quarters of a mile to the eastward of the light, in the vicinity of Brace's Cove.

After getting hold of the light they swung out around the breakwater and came up the harbor. The row was a rough one, but the dories managed to hang together pretty well in spite of the blinding snow and all came in all right. The men in one of the dories went on board the sch. Ethel B. Penney, while the others came ashore for the night, reaching here about 1 o'clock. The accident happened about 10.20 o'clock.

This morning Lightkeeper Bailey of the Eastern Point light discovered the wreck on the western end of Brace's Rock. She was standing upright, heading about northwest. Both spars were standing and the main topmast was gone. From her position it seemed as though the chances of saving her were slight, as a heavy sea was running and she was pounding hard on the rocks in the heavy sea.

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LAST MONTH'S FISH RECEIPTS.

Show Loss From Last Year But Gain From 1908.

The following table gives the fish landings at this port for the month of January as compared with the landings here for the corresponding month in 1908 and 1907.

The showing is an average one on ground fish for the initial month of the year and particularly good on herring. The fact that the vessels of the halibut fleet landed some 70,000 pounds of fresh halibut at Portland during the month accounts for the small showing on these fish at this port. The work of the steam netters Quoddy and Nomad can be seen in the increased receipts of pollock.

January Receipts.			
	1910.	1909.	1908.
	Lbs.	Lbs.	Lbs.
Salt Cod	214,800	238,200	123,200
Fresh Cod	140,500	357,000	55,000
Halibut	37,557	157,700	92,400
Haddock	303,900	334,300	221,700
Hake	18,700	15,400	14,800
Cusk	9,700	32,400	10,800
Pollock	159,200	69,800	10,900
Flitches	1,260	4,685	2,300
Total	885,617	1,209,485	531,100
	Bbls.	Bbls.	Bbls.
*Salt Herring	23,532	5,448	11,840
Frozen Herring	10,325	15,785	23,770
	Qtls.	Qtls.	
Cured Fish		1,900	2,000

*Includes pickled herring.

NOVA SCOTIA FISHERMEN.

Clark's Harbor Coast Guard Gives Reasons Why They Leave.

The Clark's Harbor, N. S., Coast Guard says editorially: "As if to confirm the opinion we lately expressed, that the crews of bank vessels could scarcely make a living at it, a writer in the Halifax Chronicle has this to say:

"As it stands now the bank fleet is not one-half what it was 10 years ago, and the prospect of it picking up is very slim, unless some great change comes over the manner of carrying on this branch of the fishing industry. Several trying subjects which the masters have to contend with could no doubt be successfully dealt with and overcome if they had a proper organization. These difficulties are shortage of crews, proper articles so that the masters would have control of the crew.

"It is evident that when the high line gets only \$300 for his season's labor, he will be obliged, by proper concern for his family to look elsewhere. At this late day, you cannot hold smart men down to an engagement that pays so poorly, and you should not attempt to do it. And any branch of fishing carried on by men picked up at random will soon reach the vanishing point.

"It is not only here that long salt trips are no longer attractive, from the same cause, for New England offers a still more striking example of this natural death of a once flourishing industry. Boothbay, Bucksport, Providence, Wellfleet, and other ports on that shore exhibit the same decline, but in a more marked degree.

"The Chronicle writer wants vessel owners to organize in order to control the crews. It is a vain hope; it is an insolent proposition. What profit can be got out of men compelled to work against their will? Moreover, it would be to degrade that labor to a species of slavery, which no capitalist now seeks to enforce in other branches of employment. Miners can strike, and mill hands can go out, if they deem it desirable, but that writer would tie the fishermen hand and foot, and yet expect them to come along side with loaded dories. When!"

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Lunenburg, N. S., Fish Notes. Schooner Clintonia, Mack, has fitted for the banks. Schooner Juanita, Selig, is taking in her salt, previous to sailing for the banks.

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ONE ARRIVAL FROM GEORGES.

Shore Boats Took Out Fresh Fish Fares Yesterday.

The second off-shore arrival at this port since February came in showed up this morning in the shape of sch. Ingomar, Capt. Horace Wildes, from Georges with a fine fresh fish fare, 60,000 pounds of cod and haddock.

The Ingomar had evidently had a driving passage in the cold westerly, for she was ice from waterline to many feet above the shear poles. Sides, deck, rigging and sails were all thickly swathed in nature's cold, white winter bandages.

Yesterday afternoon two or three of the shore boats, which were in for harbor, took out their fares of cod and haddock at the Fort.

During the forenoon sch. T. M. Nicholson of Bucksport, Maine, arrived from Bay of Islands, N. F., with a full cargo of frozen herring. She was heavily iced up and showed the effects of the cold, blowy weather encountered on the passage home. Capt. Lester Gilley reports leaving Bay of Islands last Friday, so in spite of the head winds and heavy weather about all the way, he has made a fine passage. The three remaining ones of the frozen herring fleet, sch. Elizabeth N. of Bucksport and Saladin and Arbutus of this port left there Friday and Saturday and will probably soon be along.

The arrivals and receipts in detail are:

- Today's Arrivals and Receipts.**
- Sch. Ingomar, Georges, 60,000 lbs. fresh fish.
 - Sch. William P. Goulart, shore, 6000 lbs. fresh fish.
 - Sch. Clara G. Silva, shore, 3000 lbs. fresh fish.
 - Sch. Priscilla, shore, 2000 lbs. fresh fish.
 - Sch. Ellen C. Burke, shore.
 - Sch. Stranger, shore.
 - Sch. Ethel B. Penney, shore.
 - Sch. Minerva, shore.
 - Sch. Edith Silveira, shore.
 - Sch. Mary E. Cooney, shore.
 - Sch. Manomet, shore.
 - Sch. Dixie, shore.
 - Sch. T. M. Nicholson, Bay of Islands, N. F., 800 bbls. frozen herring, 200 bbls. salt herring, 60 bbls. pickled herring.

- Vessels Sailed.**
- Sch. Grayling, deck handling.
 - Sch. Mary Edith, shore.
 - Sch. Motor, shore.
 - Sch. Rebecca, shore.
 - Sch. Alice, shore.
 - Sch. Annie and Jennie, shore.
 - Sch. Aspinet, shore.
 - Sch. Margaret Dillon, shore.
 - Sch. Ida M. Silva, shore.
 - Sch. Minerva, shore.
 - Sch. Valentina, shore.

- Today's Fish Market.**
- Bank halibut, 12 cents per lb. for white and 10 cents for gray.
 - Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
 - Trawl salt Georges cod, large, \$3.50; mediums, \$3.
 - Large salt handline Georges cod, \$3.50; mediums, \$3.00.
 - Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
 - Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
 - Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.
 - Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round 65 cts., dressed 70 cts.

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The Louisburg Fleet. With the coming of spring, there will be quite a fleet of fishing vessels fitting out at Louisburg, C. B. There will be the Louisburg Fishing Co's schooner Speculator, and the Eastern Fishing Co's schooners Henry Davis, and Matane. The Minnie O'Toole owned by P. O'Toole & Co., and one or two others will also be employed in the fishing trade from this port.

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STORM SENDS UP FISH PRICES.

Crew of Sch. Pontiac Share \$130 For Week's Work.

It is not often that Saturday is the banner price day of the fish week, but such is the case at T wharf today and the storm is responsible for it, as it makes a short supply, beside cutting out one or perhaps two fish days for the market fleet and making the chances of a goodly supply for the Monday morning opening somewhat slim. The best the boats can do now is get a set tomorrow and they may not be able to do this.

There are some fine fares at the wharf in fact, with the high prices in mind, there is not a poor trip in the whole lot of 13 crafts in. Two of the four off shore trips, schs. Conqueror and Thomas A. Cromwell, reached the dock in time to sell yesterday, and both will stock well.

This morning schs. Francis J. O'Hara, Jr., and Quonnapowit of the off-shore fleet have 40,000 pounds each of haddock and cod and the crews will settle up for good checks.

It is among the shore boats that the feature work of the day appears. Sch. Pontiac, Capt. Enos Nickerson is in with her second unusually large shore catch of the week. This craft was in Wednesday with 37,000 pounds of shore stock and made about \$1600 or \$1700. This morning she has 31,000 pounds and is in for another stock of about the same amount as on the Wednesday trip, which is probably the largest stock ever made by a shore boat in the same length of time and will give the crew a share of \$130 or better for the two trips made in less than a week.

Sch. Gladys and Nellie, Capt. Watts, is also in again, this being her third trip this week. The aggregate of the three fares is 51,000 pounds, so her stock for the week will also be an unusual one.

All the boats in have fine fares, 10,000 pounds being the smallest. Among the best ones, outside the Pontiac, are schs. Emily Cooney, 20,000 pounds, Thos. J. Carroll 17,000 pounds; and Alice, 16,000 pounds.

Haddock ranged from \$3 and \$3.50 for off-shore to \$4.85 and \$5.26 for shores, while large off shore cod brought \$5.25 and large shores \$6 to \$6.50. All other fish are high in proportion.

For the week ending Thursday 113 fares of fresh fish, aggregating 2,062,100 pounds were landed at T wharf, against 115 arrivals, with 2,277,300 pounds for the corresponding week last year.

The receipts in detail are:

- Boston Arrivals.**
- Sch. Conqueror, 40,000 haddock, 20,000 cod.
 - Sch. Thomas A. Cromwell, 30,000 haddock, 20,000 cod.
 - Sch. Francis J. O'Hara, Jr., 35,000 haddock, 5000 cod.
 - Sch. Quonnapowit, 25,000 haddock, 10,000 cod, 5000 hake.
 - Sch. Rose Standish, 5500 haddock, 3000 cod, 2000 cusk, 3000 pollock.
 - Sch. Thomas J. Carroll, 12,000 haddock, 500 cod, 5000 pollock.
 - Sch. Valentina, 8000 haddock, 1200 cod, 800 pollock.
 - Sch. Gladys and Nellie 13,000 haddock, 200 cod, 500 pollock.
 - Sch. Alice, 15,000 haddock, 1000 cod.
 - Sch. Lydia, 11,000 haddock, 600 cod, 1000 pollock.
 - Sch. Emily Cooney, 17,000 haddock, 1000 cod, 500 hake, 2000 cusk.
 - Sch. Warren M. Goodspeed, 8000 haddock, 1000 cod, 1000 pollock.
 - Sch. Pontiac, 23,000 haddock, 2500 cod, 1000 hake, 4500 pollock.
 - Off-shore haddock, \$3 to \$3.50 per cwt.; off-shore large cod, \$5.25; off-shore market cod, \$4; shore haddock, \$4.85 to \$5.25; shore large cod, \$6 to \$6.50; shore market cod, \$4.50 to \$6; hake, \$3.50 to \$6; cusk, \$3.50 to \$6; pollock, \$3.50 to \$4.

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Will Return to Banks. Sch. Senator Saulsbury, of the Georges handline fleet, which was reported clearing from Shelburne, N. S., on Monday for home, is not expected for two or three weeks, as she took an outfit for two or three weeks longer and will go to the fishing grounds again.

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HERRING STILL PLENTIFUL.**Large Catches Being Taken at Fortune and Placentia Bay.**

The St. John's, N. F., Chronicle says:

"Herring are reported still plentiful in Fortune Bay and daily large catches of these fish are made. When the Portia was at St. Jacques on Thursday Mr. Randall Young had about 400 barrels in his seine just off his wharf, and Isaac Burke far outside when the Portia went in, returned when the steamer was leaving port, and reported having hauled 500 barrels in his seine about midway between St. Jacques and Blue Point. These are remarkably good hauls and several are not the first, as other seine owners have been equally fortunate. This would indicate that these fish are returning to the scene of their former habitations in Fortune Bay.

"There is still plenty of herring in all points in Placentia Bay, the fish having returned to their old haunts this year. Large quantities are being secured daily and there is now enough ashore to load 10 vessels, but operations are delayed owing to want of frost. There are five Novo Scotian vessels in Connaigre Bay also waiting for frost before taking on board their cargoes."

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MADE BIG HAULS OF POLLOCK.**Boats Reach Port in Snow Storm With Decks Loaded.**

They just did wallop the pollock off here yesterday. Every craft which was out got a haul and some of them got catches of remarkable size. The schools were plenty, the sea calm and the weather mild and the steamers certainly "laced" them in good style.

The sight of crafts coming in at this season of the year, with a northeast snow storm in progress, loaded to the gunwales with pollock, and some even with decks full, is truly unusual, but this is what happened here last night and this morning.

The fortunate crafts included the steamers Bessie M. Dugan, Bryda F. Jeffery, Quoddy, Nomad and sch. Margie Smith. Some of them sold a little quick perhaps last night, but those who held off till this morning will make unusual stocks. Capt. Solomon Jacobs in the Bessie M. Dugan, has a full load and calls his catch about 80,000 pounds, which fare sold this morning at \$2.30 per hundred weight, which is equivalent to coining money.

Steamer Bryda F. had 33,000 pounds and steamer Jeffery 9000 pounds. The Quoddy had 11,000 pounds and the Nomad 8000 pounds. These two latter crafts were unfortunate inasmuch as they made good hauls, but tore up their seines, losing the most of their catches.

This morning sch. Margie Smith, Capt. Edward Peterson, came in and she was loaded with pollock. The hold was full and there was a good load on deck. Capt. Peterson called his catch 80,000 pounds. He was offered \$2.50 per hundred weight, but preferred to take chances of hanging on and marketing the catch at Boston Monday.

The sport of pollock is most unusual at this time of the year, but the fish have been reported schooling freely off Thacher's island for the past month or five weeks.

Yesterday afternoon sch. Eugenia, Capt. John Williams, came in from Brown's bank with 20,000 pounds of fresh fish and schs. Priscilla, Clara G. Silva and Walter P. Goulart landed small fresh fares at the Fort.

Quite a number of the shore boats did not go out yesterday and these with those which the storm drove in for shelter, makes quite a fleet in port this morning.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Eugenia, Brown's Bank, 20,000 lbs. fresh fish.

Steamer Bessie M. Dugan, shore, 80,000 lbs. pollock.

Sch. Margie Smith, shore, 80,000 lbs. pollock.

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Steamer Bryda E., shore, 23,000 lbs. pollock.

Steamer Jeffery, shore, 9000 lbs. pollock.

Steamer Quoddy, shore, 11,000 lbs. pollock.

Sch. Nomad, shore, 8000 lbs. pollock.

Sch. Mettacommet, shore.

Sch. Margaret Dillon, shore.

Sch. Rebecca, shore.

Sch. Aspinet, shore.

Sch. Belbina P. Domingoes, shore.

Sch. Esther Gray, shore.

Sch. Galatea, shore.

Sch. Mary B. Greer, shore.

Sch. Mary DeCosta, shore.

Sch. Rita A. Viator, shore.

Sch. Maud F. Silva, shore.

Sch. Yankee, shore.

Sch. Ethel B. Penney, shore.

Sch. Genesta, shore.

Sch. Tecumseh, shore.

Sch. Hortense, shore.

Sch. Helen B. Thomas, shore.

Today's Fish Market.

Bank halibut, 12 cents per lb. for white and 10 cents for gray.

Large halibut cod, \$3 per cwt.;

medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large,

\$3.50; mediums, \$3.

Large salt handline Georges cod,

\$3.50; mediums, \$3.00.

Trawl bank cod, large, \$3 per cwt.;

medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.;

medium, \$2; snappers, \$1.

Salt pollock, \$1.25 per cwt.;

haddock, \$1.25; salt hake, \$1.25.

Splitting prices for fresh fish, Western

cod, large \$2 per cwt.; medium

do., \$1.65; Eastern cod, large, \$1.60;

medium cod, \$1.40; cusk, \$1.60 for

large, \$1.20 for medium and 50c for

snappers; haddock, 80 cts.; hake, 90

cts.; pollock, round 65 cts., dressed

70 cts.

Feb. 14.

TWO FROZEN HERRING CARGOES HERE

During the night two of the Newfoundland fleet arrived home from Bay of Islands, schs. Saladin and Arbutus both bringing full cargoes of frozen herring and big deck loads of pickled stock. Both crafts had lots of head winds on the passage. But one craft of the fleet remains to arrive.

Sch. Saladin arrived here early last evening. Capt. Jerry Cook reports a long spell of mild weather at Bay of Islands. For 18 days the thermometer hovered around the 45 degree mark and only once in that time went as low as 28 degrees above. The weather was most unprecedented there and the native fishermen were at a loss to account for it. There was no ice in the gulf.

Sch. Saladin left Bay of Islands a week ago Saturday after dark, and from the start, clear up to Cape Sable had nothing but a steady grind of heavy, head winds. Off the Cape one heavy westerly compelled the craft to heave to for a while to save her deckload. Coming across the Bay of Fundy the craft ran into the recent heavy northeaster and snow storm. It was evidently not so heavy as was experienced on the shore here for the schooner came along through it under reefed foresail. The snow, however, was very thick and heavy and piled right up on the vessel's deck something unusual at sea. This was followed by a pouring rain.

Sch. Arbutus also left Bay of Islands a week ago Saturday, in command of Capt. John McInnis, and her experience was similar to that of the Saladin.

Sch. Claudia sailed for New York yesterday to take out her cargo of frozen herring.

Sch. T. M. Nicholson will go to Philadelphia with her cargo of frozen herring.

Sch. Harry A. Nickerson, which completed the discharge of her cargo of coal at New York last week, arrived home here this morning with a load of coal.

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Change of Skippers.

Capt. John F. Vautier of this city will command the Boston sch. Squanto in the mackerel seining fishery this season.

Capt. John Matheson will command the gasoline auxiliary sch. Monarch in the southern mackerel seining fishery.

Sch. Dauntless will be commanded by Capt. Ambrose Fleet in the coming mackerel fishery season.

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FISH PLENTIFUL WITH HIGH PRICES**Lent Makes Demand For Incoming Fares.**

The wharf has a good supply of fish to begin the week on this morning, for in the fleet at the dock are seven off-shore crafts with fine fares and 11 of the market fleet with average catches. Prices admit of no kicking on the part of skippers and crews and many good checks are in sight.

The crafts of the off-shore fleet are schs. James W. Parker, Moonam, Richard, Regina, Morning Star and Natalie J. Nelson with from 40,000 to 53,000 pounds and sch. Lucania with 70,000 pounds. Sch. Natalie J. Nelson has been gone but five days, having made a very quick trip in spite of the bad weather. Capt. Albert Larkin reports striking big fishing. All these vessels will make good stocks and some of them go over the \$2000 mark.

Sch. Margie Smith, which went up from here with her big catch of 70,000 pounds of fresh pollock, got \$2.50 per hundred weight for the great catch. As she was offered that figure here Saturday she will not come out as well as though she had sold here at the local offer. However, her stock will be the largest probably, ever made by a pollock seiner on a single trip, and the crew are in for a \$100 share, if not better.

Of the market fleet sch. Margaret Dillon is in the lime light with a fare of 27,000 pounds, 15,000 pounds of which are hake. The fare will fetch over \$1000. Sch. Victor and Ethan, Helen B. Thomas, Aspinet and Flavilla also have fine trips and will profit accordingly.

Prices are on the high keys. Off shore haddock, new, brought from \$3.50 to \$3.75, with shores at \$4. Off shore cod were quoted at \$4.50 to \$5, the latter figures also applying to shore stock. Hake went to \$5.25, with cusk and pollock at \$2.50. Sch. Natalie J. Nelson, which has 31,000 pounds of cod in her off-shore trip, and all new, sold them at \$5 right through.

The receipts in detail are:

Boston Arrivals.

Sch. Lucania, 45,000 haddock, 25,000 cod.

Sch. James W. Parker, 45,000 haddock, 6000 cod.

Sch. Moonam, 38,000 haddock, 12,000 cod.

Sch. Natalie J. Nelson, 22,000 haddock, 31,000 cod, 1000 pollock, 200 halibut.

Sch. Regina, 40,000 haddock, 12,000 cod.

Sch. Morning Star, 25,000 haddock, 15,000 cod.

Sch. Margie Smith, 70,000 pollock.

Sch. Helen B. Thomas, 10,000 haddock, 500 cod, 1000 hake.

Sch. Stranger, 1300 haddock, 1000 cod, 1500 pollock.

Sch. Aspinet, 7000 haddock, 3000 cod, 2500 pollock.

Sch. Richard, 30,000 haddock, 15,000 cod, 5000 cusk.

Sch. Flavilla, 16,000 haddock, 2000 cod, 4000 hake.

Sch. Victor and Ethan, 13,000 haddock, 3000 cod, 2000 pollock.

Sch. Catherine D. Enos, 8000 cod.

Sch. Ida M. Silva, 12,000 haddock.

Sch. Mary Edith, 5000 haddock, 1000 cod, 1500 pollock.

Sch. Margaret Dillon, 8000 haddock, 3000 cod, 15,000 hake, 1000 cusk.

Sch. Hockomock, 3500 haddock, 2000 cod, 1500 hake.

Sch. Annie and Jennie, 4500 haddock, 500 cod, 100 hake.

New off-shore haddock, \$3.50 to \$3.75 per cwt.; old off-shore haddock, \$2.50 to \$2.80; off shore cod, \$4.50 to \$5; shore haddock, \$4; shore large cod, \$5; shore market cod, \$3; hake, \$5.25; cusk, \$2.50; pollock, \$2.50.

Feb. 14.

Were Damaged by Gale.

Schs. Cavalier and John Hays Hammond of this port arrived at Liverpool, N. S., Saturday. Both captains report heavy weather coming across the Bay of Fundy. Sch. Cavalier broke the jaws of her main-gaff and will get a new set before proceeding. Sch. John Hays Hammond broke her fore gaff and will get a new one.

Capt. John Swim of sch. Etta Mildred, reports very heavy weather on Brown's Bank recently. One sea stove the only dory the craft carried.